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DEPARTMENT OF THE NAVY

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From: Commanding Officer, USS ENTERPRISE (CVN 65)
To: Director of Naval History (OP-09BH), Washington Navy Yard
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Subj: 1990 COMMAND HISTORY

Ref: (a) OPNAVINST 5750.12E

Encl: (1) ENTERPRISE 1990 Command History
(2) Sample 1990 ENTERPRISE Green Sheets and Pink Sheets
(3) Selected ENTERPRISE "Shuttle" Newspapers
(4) Selected ENTERPRISE Instructions, Notices and
Correspondence
(5) Selected ENTERPRISE Photographs
(6) ENTERPRISE Welcome Aboard Folder
(7) Selected ENTERPRISE publications
(8) World Cruise 89-90 Cruisebook

1. Per reference (a), enclosures (1) through (8) are forwarded.


H. T. RITTENOUR

Copy to: (w/o encls)
COMNAVAIRPAC

Command History
UNITED STATES SHIP ENTERPRISE (CVN-65)
1 January - 31 December 1990

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Command Composition and Organization
UNITED STATES SHIP ENTERPRISE (CVN-65)

1 January - 31 December 1990

Mission:

To project sea power in international waters anywhere in the world as a deterrent to aggressors against the United States and its allies. If necessary, to conduct prompt and sustained ground attack, anti-air, surface and sub-surface warfare.

Key Personnel:

Captain Harry T. Rittenour, Commanding Officer, USS Enterprise (CVN-65)
- Commanded the ship throughout the calendar year

Captain Richard J. Naughton, Executive Officer, USS Enterprise (CVN-65)
- Executive Officer for the ship until 20 March.

Captain Alfred G. Harms Jr., Executive Officer, USS Enterprise (CVN-65)
- Executive Officer for the ship after 20 March.

Rear Admiral Joseph C. Strasser, Commander Cruiser Destroyer Group Three
- Commander of Battle Group Foxtrot during World Cruise 89-90

Captain Thomas J. Ford, Commander Airwing Eleven
- Commander of Enterprise Airwing during World Cruise 89-90

Captain Linton Wells, II, Commander Destroyer Squadron Twenty One
- Commander of escort and support ships for Battle Group Foxtrot

Embarked Squadrons
CARRIER AIRWING ELEVEN

Squadron	Home Base	Nickname	Aircraft
VF-114	NAS Miramar, CA	Aardvarks	F-14 Tomcat
VF-213	NAS Miramar, CA	Black Lions	F-14 Tomcat
VA-22	NAS Lemoore, CA	Fighting Redcocks	A-7E Corsair
HS-6	NAS North Island, CA	Indians	SH-3 Sea King
VAW-117	NAS Miramar, CA	Night Hawks	E-2C Hawkeye
VA-94	NAS Lemoore, CA	Shrikes	A-7E Corsair
VA-95	NAS Whidbey Island, WA	Green Lizards	A-6E Intruder
VAQ-135	NAS Whidbey Island, WA	Black Ravens	EA-6B Prowler
VS-21	NAS North Island, CA	Fighting Redtails	S-3A Viking

USS ENTERPRISE (CVN-65)

1990 CHRONOLOGY

1 January - 3 January

Underway, enroute to Diego Garcia from NICOB Straits.

3 January

CCDG 3 departs enroute to Diego Garcia.

4 - 8 January

Vicinity of Diego Garcia, conducted Weapons Week, WASEX, STRIKEX, SAREX, ACM, SINKEX, BANNEREX, completed successful NSSM launch and air-to-air MISSELEX.

8 January

CTF 70 arrives.

9 January

Vicinity of Diego Garcia, extended Weapons Week events through the morning, in afternoon began transit to North Arabian Sea (NAS).

10 January

Crossed the equator enroute to NAS, conducted "crossing the line" ceremony, cleansing the ship of 2,800 filthy slimy, pollywogs. Conducted FON OPS in waters off Maldives Islands (Indian Territories).

11 - 12 January

Continued enroute to NAS, chopped to Commander Joint Task Force Middle East (CJTTFME) on 12 January.

13 January - 2 February

On station, North Arabian Sea.

14 January

Visited by Mr. Kostler, U.S. Ambassador to Bahrain.

15 January

Launched 2 DLI to intercept Iranian P-3.

16 January

Masirah Airhead, USS Wichita resupplied from C-141. CCDG 3 returns. CTF 70 departs.

19 January

Visited by RADM Fogarty.

20 January

Masirah Airhead, USS Wichita resupplied from C-141.

21 January

Conducted UNREP with USS Wichita to receive material from Airhead.

22 January

Conducted four hour EARNEST WILL exercise in Gulf of Hormuz. Supported by Air Force KC-10. Flew simultaneous TARPS missions.

23 January

Diplomatic clearance cancelled for Masirah Airhead by Omanis, no reason given. Conducted four hour EARNEST WILL exercise in Gulf of Hormuz. Supported by Air Force KC-10. Flew simultaneous RECCE TARPS missions.

25 January

Steel Beach picnic interrupted, then postponed by alert DLI launch. Ship went to emergency general quarters. Unknown air contact heading south out of Iran directly at Enterprise, visually identified as a Soviet Cub aircraft. Cub's closest point of approach to Enterprise was 38 nautical miles to the west. Provided air services for USS Rodney M. Davis and USS Thatch.

26 January

Continued operations with USS Rodney M. Davis and USS Thatch. Continued Pakistani PASSEX. Provided air services for HMS Beaver.

27 January

Masirah Airhead, USS Wichita resupplied from C-141. Conducted UNREP with Wichita to receive material from Airhead. S-3A, side number 704 diverted to Masirah due to loss of flight control movement.

28 January

Masirah Airhead, USS Wichita resupplied from C-141. During PMCF, Beefsteak 704 experienced degradation of flight controls and was diverted to Masirah. Mechanics sent into Masirah aboard USS Wichita after Wichita finished Airhead operations. Participated in Omani (Sultan of Oman) Navy PASSEX. Provided Air services for ships USNS Gary and McCluskey.

29 January

UNREPED FFV with USS Niagara Falls in the morning and a fuel with USS Wichita in the evening. C-2A flew off to Masirah to test and finish installation of internal fuel tanks. Tanks tested good and C-2A repositioned to Diego Garcia. Participated in Omani (SON) Navy PASSEX.

30 January

Final Masirah Airhead day. Helicopters from USS Wichita and USS Niagara Falls ran material from Airhead to Battle Group Foxtrot ships rendezvous vicinity Masirah Island. Enterprise anchored at 1200(D) to facilitate onload of material and PAX from Airhead. When Airhead complete, SAG "F" (Hewitt, Berkeley, Bagley, Rathburne, Niagara Falls, Ponchatoula) formed up under the command of CDS-21 and began transit east to outchop NAS. Enterprise and Long Beach remained in MODLOC vicinity Masirah to recover Beefsteak 704. Aircraft not recovered this day. Wichita headed south to Diego Garcia.

31 January

Remained in MODLOC vicinity of Masirah until recovery of Beefsteak 704 mid-afternoon. Recovered S-3 mechanics from Masirah via SH-3, turned and headed south to outchop NAS in company of USS Long Beach.

1 February

Continued southerly transit. Ten event fly day reduced to three events.

2 February

Outchopped North Arabian Sea at 0400(D). Inchopped COMSEVENTHFLT. Conducted LOG helo runs to USS Long Beach. Received two US-3's from JDG. No flight operations scheduled.

3 February

LOG helo runs between Long Beach and Enterprise. Received two more US-3's from JDG. Increased speed to 27 knots to get ahead of two typhoons. Cancelled flight ops for 5 February. Planned make-up day is 7 February. No flight ops scheduled.

4 February

LOG helo runs between Long Beach and Enterprise. The Commanding Officer of USS Long Beach arrived on Enterprise for meeting with the CCDG 3 staff. Caught last US-3's from JDG. No more COD flights anticipated until 2 March. Typhoons no longer a factor. Maintaining 27 knots to clear channel for possible rough waters caused by typhoons. No flight operations scheduled.

5 February

One helo trip to LBH in morning. No flight operations scheduled.

6 February

Steel Beach picninc day. Lost 32,000 gallons of fresh water, no fresh water first half of day while replenishing. No flight operations scheduled. One late afternoon helo run to LBH.

7 February

Three event fly day. No LOG helos to Long Beach.

8 February

Five event fly day scheduled. Event two cancelled due to weather. Events three through five reduced in numbers. LOG helo for crossdecking.

9 February

No fly day. No LOG helo. Conducted leap frogs with Long Beach.

10 February

Five event fly day. No night events. One LOG helo for crossdecking.

11 February

Inchopped into Second Fleet 0001(Z). Conducted five event flight operations. Holy helo plus helos for crossdecking. TALDEX event flown this day.

12 February

No flight operations. One LOG helo for crossdecking.

13 February

Five event fly day. Continued crossdecking personnel. Conducted WASEX against USS Long Beach. PG helo thought they saw a mine floating in the the water. Boarded an EOD, did not have film to photograph. New rule - all helos will be photo capable.

14 February

No fly day. Continued crossdecking.

15 February

Five event fly day.

16 February

Five event fly day and staff transfer to USS Long Beach cancelled due to weather.

17 February

Transferred staff to USS Long Beach. No fly day.

18 - 22 February

Inport Rio de Janeiro, Brazil. Accompanied by USS Long Beach.

23 February

Underway from Rio at 0815. No fly day. Crash and Salvage win Ogden Award for best unit Navywide.

25 February

Three event fly day scheduled. Third event cancelled due to PIM. Medevac'd one passenger from USS Long Beach. Holy Helo to USS Long Beach.

26 February

No fly day. Emergency Medevac'd USS Long Beach patient to Naval Hospital in Roosevelt Roads, Puerto Rico. Unscheduled LOG run to USS Long Beach to pick up photos from FB.

27 February

Three event fly day scheduled. Slid two hours due to Engineering casualty. Reduced time of events slightly to make all three events. Beach Det established in Roosevelt Roads, Puerto Rico.

28 February

Recovered S-3 Medevac back from Roosevelt Roads. Preparing for ORSE.

1 March

ORSE team arrived 0700 via first COD from Roosevelt Roads. Five event fly day. All events flown.

2 March

One event day for FCF (0630-0730). ALT 60 for E-2 & S3 Drug interdiction alerts. ORSE inspection continues.

4 March

ORSE concludes. Conducted RAS.

5 - 9 March

Inport St. Thomas.

8 March

FAA representatives embark to brief ship on Norfolk area flight operations. Virginia State policeman boards to brief crew on Virginia driving laws.

9 March

Underway from St. Thomas. Retention team meeting.

10 March

Air Wing begins flyoff. Commenced staging ordnance for offload.

11 March

Ammo offload begins with USS Saratoga.

12 March

Concluded ammo offload with USS Saratoga. Inport Ft. Lauderdale, Florida, to pick up Tigers.

13 March

E-6 Exam. Underway from Ft. Lauderdale. Flight deck picnic. Air Show.

14 March

More Airwing flyoff. Begin ordnance offload with USS Theodore Roosevelt.

15 March

Airwing flyoff continues. Ammo offload with Roosevelt continues.

16 March

Inport Norfolk 1300.

17 March - 8 May

Inport Norfolk, Virginia.

17 March - 30 April

Standdown.

19 March

Special Weapon offload conference.

22 - 23 March

Special Weapon offload.

9 - 16 May

Independent steaming exercise.

17 May - 5 June

Inport, Norfolk, Virginia.

24 - 29 May

Hometown flight.

1 June

FACSFAC airspace planning conference.

6 - 15 June

Underway for Carrier Qualifications.

16 June - 10 July

Inport Norfolk, Virginia.

22 - 26 June

Hometown flight.

28 June

Enterprise receives Flatley Award.

6 July

FACSFAC airspace planning conference.

11 - 18 July

Underway for Carrier Qualifications.

19 July

Inport Norfolk, Virginia.

20 July

Underway for Dependents Day Cruise

21 July - 6 August

Inport Norfolk, Virginia.

26 July - 1 August

Hometown flight.

3 August

FACSFAC planning conference.

7 - 14 August

Independent steaming exercise.

15 August - 11 October

Inport Norfolk, Virginia.

15 August

Commence SCOOP.

16 - 17 August

JP-5 offload.

20 August - 7 September

JP-5 Flush

24 - 28 August

Hometown flight.

24 August

Ship's party at Busch Gardens.

30 August

VADM Fetterman, COMNAVAIRPAC, visits.

5 September

E-4 Exam.

11 September

E-5 Exam.

12 September

Enterprise Alumni Tour.

13 September

E-6 Exam.

17 September

E-4 and below report to the Floating Accommodation Facility.

20 - 25 September

Hometown flight to Alameda.

1 October

Begin apartment move-in.

12 October

Enterprise moves to Newport News Shipbuilding and Dry Dock Company 18 days earlier than scheduled to avoid Hurricane Lili.

13 October - 31 December

At pier 2, Newport News Shipbuilding and Dry Dock Company.

17 October

ADM Demar, Naval Reactors, visits Enterprise.

1 - 5 November

FAF onload.

7 November

RADM McGinley visits Enterprise

8 Novemebr

FAF ribbon cutting ceremony.

14 November

Reception at Mariner's Museum sponsored by Chamber of Commerce. This day declared "USS Enterprise Day" by Mayors of Newport News and Hampton, Virginia.

21 -26 November

Hometown flight.

28 November

COMNAVAIRPAC visits.

4 - 5 December

Christmas Party at Raddison

Command Historian's Overview

ENTERPRISE enjoyed four distinct seasons in 1990. Spring was spent wrapping up the second half of World Cruise 89-90, summer with carrier qualifications and final look engineering operations, autumn was dedicated to offloading the ship, and winter witnessed the ship's move into the yards.

"TEAM ENTERPRISE" (consisting of the ship and CVW-11) began the year with a 52 day at-sea period, much of it in the North Arabian Sea conducting extensive Battle Group exercises. The ship left the NAS in late January and began the transit around Africa to South America. ENTERPRISE pulled into Rio de Janeiro in mid-February, followed by a liberty call in St. Thomas, Virgin Islands. In March over 1,200 male family members were brought aboard in Ft. Lauderdale for a Tiger Cruise during the final leg of the six-month around-the-world cruise from Alameda. ENTERPRISE entered Norfolk on March 16 and began a six-week standdown period. Zero men and zero aircraft were lost during deployment.

ENTERPRISE got underway several times during the summer for carrier quals, engineering exercises and a Dependents Day Cruise. VADM John Fetterman, COMNAVAIRPAC, presented ENTERPRISE with the Admiral Flatley award for aviation safety which ENTERPRISE won for the second year in a row. Earlier in the year, ENTERPRISE captured its third consecutive Allen G. Ogden award for having the Navy's best crash and salvage team. The ship became non-operational on August 15, and two new acronyms entered the crew's jargon: SCOOP and FAF. The Ship's Coordinated Offloading/Outfitting Plan required the crew to remove everything from the ship that was not essential for the yard period. This included removing items as large as the ship's four 480,000 lb. catapults, and smaller items which eventually filled 4,000 pallets. The Floating Accommodation Facility is a \$20 million barge, built for Newport News Shipbuilding and initially used by ENTERPRISE, which consists of berthing, galleys, office space and medical facilities.

On October 12, almost a year after being chased out of Subic Bay by Typhoon Hunt, ENTERPRISE moved from Norfolk Naval Base three weeks early to avoid Hurricane Lili. The move to Newport News Shipbuilding and Dry Dock Company was accomplished without benefit of days of pre-move planning meetings. Many challenges arose as personal protective equipment and security passes had to be quickly issued to all hands, and three weeks worth of work planned for Norfolk had to be replanned for the shipyard. Work proceeded pretty much on schedule, however; SCOOP was completed, the FAF became operational. Large-scale manpower shifts were made in order to begin the job of rebuilding and refueling "Big E." Bachelors and geographical bachelors moved into over 450 apartments, provided rent-free by the government. Approximately 90 buses and vans began rolling, as the new Transportation Department began shuttling the crew between parking lots, the ship, and home. New off-ship facilities opened, including a PSD at 32nd Street, DD Jones warehouse in Chesapeake, the Integrated Logistics Overhaul facility in Portsmouth, the Ship's Force Overhaul Management System facility in Newport News, and the Fleet Aviation Logistic Support Center at NAS Norfolk.

ENTERPRISE crewmembers were officially welcomed to the Hampton Roads Peninsula area when the cities of Newport News and Hampton declared November 14, 1990, "*USS Enterprise Day*" in simultaneous proclamations. After steaming 33,302.3 nautical miles, moving from California to Virginia, and offloading an entire aircraft carrier, ENTERPRISE crewmembers enjoyed a well deserved leave, taking Christmas and New Years leave as they prepared for the Complex Overhaul. On Christmas morning, the crew of Enterprise was informed that they had won the 1990 Golden Anchor award for retention programs.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

AIMD deployed on World Cruise 89-90 with a complement of eight officers and more than 400 enlisted men, including 230 SEAOPDET personnel. In addition to performing their main mission of providing essential aircraft component repair and maintenance services to embarked Carrier Airwing Eleven, they also provided a variety of unique technical services to Battle Group FOXTROT units in support of operations around the world.

Unparalleled support continued to be the trademark for AIMD. They successfully processed over 30,000 maintenance actions with a repair rate of 75 percent and an average component turn-around time of five days. They processed more than 12,000 rotatable pool assets with a commendable 98.5 percent pool effectiveness rate.

The Support Equipment Division consistently maintained a 98 percent readiness rate on over 400 items of ground support equipment (SE); an unprecedented achievement.

Aircraft Division contributed to this very successful deployment supporting a total of 49 quick engine changes. Their thorough preparations and rapid response resulted in no "bare-firewalls" throughout the deployment.

Avionics Division achieved the remarkable milestone of a zero backlog in their VAST workcenter.

A noteworthy distinction was completing the deployment with no Intermediate or Organizational level Contractor Engineering Technical Services (CETS) support, making Enterprise the first COMNAVAIRPAC carrier to accomplish this major Chief of Naval Operations objective.

Upon the ship's arrival in Norfolk, Virginia, AIMD's mission and complement changed virtually overnight. The department rapidly implemented plans which they had formulated long before the arrival. AIMD was the first department to complete the Ships Coordinated Offload/Outfitting Plan (SCOOP) evolution. During this successful operation, the department offloaded more than 10,000 Operating Space items (500 pallets) in less than 45 days, while simultaneously offloading more than 14,000 Individual Material Readiness List (IMRL) items for long-term storage. Also, the department transferred over 2,200 items of IRML equipment to support the requirements of other fleet and

shore activities. These achievements were remarkable considering that these events occurred while the department decreased to an overhaul manning level of 75 personnel.

In support of Enterprise's overhaul manning plan, AIMD transferred 126 personnel to various overhaul departments, including berthing and head rehab, transportation, tanks and voids repair, housing, special services, crew support and the Light Industrial Facility.

The balance of the department was left to face the monumental task of accomplishing over 364 assigned jobs in support of the Current Ship Maintenance Project (CSMP), which entailed completion of 1,205 total work package key-ops requiring an estimated 27,640 man-hours.

AIMD's Central Technical Publications Library (CTPL), 28 disbursed libraries and the Supply Response Support (SRS) library were consolidated into one location. The CTPL will manage, inventory and update over 9,700 publications throughout the overhaul period. This represents a 26 percent increase in library volume with a 65 percent reduction in personnel. In order to meet this challenge, AIMD has implemented the ADRL (Automatic Distribution Requirement List) system. This program will increase the accuracy and speed of change receipts, updates and inventories utilized in support of CTPL.

The Support Equipment division was once again tasked with performing a comprehensive Intermediate and Depot level rework on 325 items of Ground Support Equipment valued at over \$10 million. This effort was accomplished two weeks ahead of schedule at a savings of over \$200,000.

In conjunction with this evolution, local Maintenance Requirement Cards were designed and implemented to ensure the performance of an aggressive PMS program on all items placed in long-term storage.

These and many more industrious efforts, performed in support of the overhaul, continued to demonstrate AIMD's total commitment to Enterprise and its mission, regardless of the operating environment.

AIR DEPARTMENT

January

The new year opened with Enterprise transiting the Eastern Indian Ocean en route to Diego Garcia. A very successful "Battle Week" exercise highlighted mid-month operations. "William Tell" Operations followed in the Northern Arabian Sea from 22-28 January. Overall, January was a very safe and productive month for Air Department with 1,813 fixed wing recoveries.

February

Enterprise departed the North Arabian Sea Operations Area on 5 February. While flight ops were reduced, alert launch requirements remained in effect and were impressively demonstrated during an attempted steel beach picnic. Security of aircraft was of major concern during transit (5-18 February) around the Horn en route to Rio de Janeiro. High seas and rain were the norm. Following some refreshing liberty in Rio, Enterprise headed north to the Puerto Rican Operations Area with Air Department supporting limited air crew proficiency flights. A total of 579 fixed wing launches and recoveries were completed for the month without incident.

March

A four day visit to St. Thomas followed a week of flying in the Puerto Rican Operations Area. After this visit, the final week of World Cruise 89-90 proved busy but gratifying. The first 30 CVW-11 aircraft flew off on 10 March, making room for a major ammo offload. Air Department supported a spectacular Airwing Eleven Airshow for the Tigers prior to launching the last fixed wing aircraft on 14 March. Ammo offload continued as preparations were made for entering port on 16 March. A well-earned standdown period rounded out the month. Totals for the month included 360 fixed wing launches and 191 helo launches. All aircraft that started the deployment returned safely home after 8,410 launches and recoveries.

April

Standdown continued. Working with Ship's Intermediate

Maintenance Activity, Air Department personnel applied 44,000 square feet of new nonskid on the flight deck in preparation for upcoming fleet Carrier Qualifications. Review and "clean-up" of overhaul packages began. No underway time.

May

An eight day at sea period (9-16 May) involved limited helo operations. Maintenance and preparations for upcoming CQ periods continued.

June

Air Department demonstrated their World Cruise operating expertise as June's CQ period hit full swing. Despite weather delays, all requirements for Fleet Replacement and Reserve pilots were exceeded with nearly 900 arrestments. No problems with fueling, handling, launching or recovering marred the at sea period.

July

July's CQ period proved even more successful than June's. The total of 1,323 arrestments far exceeded requirements for the Fleet Replacement, Reserve, and Fleet Squadrons. A superb Dependents Day Cruise Airshow on 20 July was a fitting wrap-up to the last fixed wing ops scheduled for Enterprise until 1994.

August

A final at sea period prior to entering overhaul involved limited helo ops. Air Department tackled their offload portion of the Ship's Coordinated Offload/Outfitting Plan (SCOOP) requirements during this period and were complete prior to the end of the month. V-4 division completed a major fresh water flush of the entire JP-5 fuel system, a task normally reserved for shipyard contract. Air Department's full attention turned to preparations and training for overhaul.

September

Voyage Repair Team work involving removal of all catapult

deck plates, cylinders and Catapult 1 and 3 Jet Blast Deflector Panels proceeded rapidly and was completed two weeks ahead of schedule. Some early Ship's Force Overhaul Maintenance System (SFOMS) work started.

October

On 12 October, Enterprise completed her "Dead Stick Move" to Newport News Shipbuilding and Dry Dock Company three weeks early due to the threat of an incoming hurricane. Review and update continued on overhaul packages. Man-up of ships Overhaul Department neared completion drawing down Air Department to 250 people, or about 40 percent of operational strength.

November

Air Department developed a Ship's Force Hydro Plan for the JP-5 Fuel System, and submitted this plan to COMNAVAIRPAC for approval. Overhaul Work Definition Conference (WDC) was completed this month.

December

All Hands Respirator Fit/Training completed. Holiday leave periods began 14 December. Shipyard shut down for two weeks over Christmas and New Years.

COMMUNICATIONS DEPARTMENT

January - March

The first 75 days of 1990 were the most demanding for Communications, as Enterprise completed World Cruise 89-90. The ship's Radiomen and Signalmen continued to earn a reputation as consummate professionals, typically standing a 12-hour watch each day at sea. While chopping from WESTPAC in February, Communications completed a very successful HF termination with NAVCOMSTA, Diego Garcia, in which a 98 percent ship send/receive reliability rate was maintained. While transiting from the Indian Ocean through the Cape of Good Hope to the Atlantic Communications area, the department maintained the Long Haul Point to Point HF multi-channel termination. Prior to the debarkation of COMCRUDESGRU THREE and COMDESRON TWENTY-ONE in February, approximately 2,000 messages were processed each day. A termination with NAVCOMSTA Roosevelt Roads, Puerto Rico, was initially assigned; a 95 percent ship receive reliability rate and a 62 percent ship send reliability rate were maintained in an area where no historical frequency data was available, and HICOM was ineffective for coordination.

April - June

The second quarter included two HF terminations which were

very successful during underway periods in May and June. The guard for message traffic was held by NAVCAMSLANT, Norfolk during inport periods. Most Radiomen and Signalmen took advantage of the post-deployment standdown by enjoying extended leave periods.

July - September

HF terminations were maintained during at sea periods in July and August. During a six day period in July, a 100 percent ship receive reliability rate was received, and a 95 percent ship send reliability rate demonstrated unerring competence. Enterprise was nominated by NCS Roosevelt Roads as Multi-Channel HF Performer of the Month. The ship's COMSEC account was disestablished.

October - December

Communications main emphasis in the last quarter was an effective transition to the extended overhaul at Newport News. Over 80 spaces were SCOOPED and much equipment was placed in storage. The guard for message traffic was transferred to SUPSHIP Newport News while Enterprise's Message Center continued to remain operational 24 hours a day during overhaul.

DECK DEPARTMENT

January

Deck Department started the new year with a change in upper management. LT Severio Sagliocco was relieved by LT John Figuerres as Assistant First Lieutenant. During January, Enterprise and Battle Group Foxtrot conducted extensive battle group operations. Deck Department safely conducted numerous underway replenishments (UNREPS) for fuel, ammunition and provisions. Training evolutions included man overboard exercises and an emergency break away.

February

There were no UNREPS conducted during the entire month. Deck Department concentrated on training to increase underway watch qualifications in order to achieve maximum watch rotation. The COMCRUDESGRU Three Admiral's Barge and the Captain's Gig received some minor maintenance and alterations in preparation for Enterprise's next port visit in Rio de Janeiro. Enterprise's anchorage was a 10-15 minute boat ride to fleet landing. Deck Department lowered the fantail accommodation ladder to a 40' x 60' flat barge, which served as a liberty boat landing. An onload of cargo and provisions was conducted with a rented floating crane, breasted out by a flat barge on the port quarter outboard of elevator number four. All cargo came in sea vans which were loaded onto elevator four (in down position) and offloaded by fork lift and working party. This proved to be a very efficient process unless the crane had mechanical problems. Chiefs and Officers were shuttled by 12 passenger "pilot boats" small enough to utilize the forward starboard accommodation ladder under Sponson One Quarterdeck.

March

Deck Department conducted an Underway Replenishment 4 March before a four day port visit in St. Thomas, Virgin Islands. Enterprise anchored 1/2 mile south of Sprat Point in 66' of water. The starboard anchor was set with 60 fathoms at the waters edge. Again the stern accommodation ladder and sea cushions were used. Five 200-250 passenger liberty boats were used for the two mile transit to the fleet landing. Provisions were brought on board via

a hook, line and capstan rig used to lower the sea cushions. A T-34 jet engine and four air cargo pallets of ammo offload equipment were brought on a small boat. The B&A Crane was used to lift the material on board with slings provided by AIMD and Air Department. Minor spray painting was conducted on the ship's sides, primarily below the elevators and water lines in preparation for "Tiger Cruise 90" on 12 March and Enterprise's homecoming in Norfolk on 16 March. Prior to pulling in, Enterprise conducted an ammo off-load with USS Saratoga (CV-60) and USS Theodore Roosevelt (CVN-71) off the coast of Florida. Upon completion of deployment, Deck Department welcomed aboard LCDR George Bangs, who relieved LCDR Joseph Barrett as the Department Head.

April

Command standdown, 17 March - 30 April, inport Naval Base Norfolk, Pier 11 North.

May

Fast Cruise, 7 May. Underway 9-16 May for independent steaming exercises. Conducted one connected underway replenishment for training purposes only. Deck maintained the preservation of all interior and exterior spaces during this at-sea period. Established Ship's Coordinated Offload/Outfitting Plan (SCOOP) Departmental Coordinators for the accurate inventory, packing and offload of all Deck equipment and supplies in preparation for the Enterprise's upcoming complex overhaul and refueling.

June

Fast Cruise, 4 June. Underway 6-15 June for Carrier Quals. Entire underway period was quiet for Deck Department. Main concern was accurate CSMP documentation of all jobs scheduled for the overhaul.

July

Fast Cruise, 9 July. Underway 11-18 July for Carrier Quals. No UNREPS conducted.

August

Fast Cruise, 6 August. Underway 8-14 August for independent Steaming exercises. Commenced (SCOOP) 16 August.

September

Deck Department held extensive training to help personnel prepare for the September Navy-wide rating examination cycle.

October

On 12 October, Enterprise moved over to Newport News Shipbuilding three weeks early to avoid Hurricane Lili. During

this month, Deck Department transferred the majority of its veteran personnel to the newly formed Overhaul Department.

November

First, Second and Third Divisions and Side Cleaners were consolidated into one division. Six Deck Department petty officers were sent TAD to USS Tarawa (LHA-1) for six months in support of Operation Desert Shield.

December

A very quiet month for Deck Department. Christmas leave standdown was in effect for the latter part of the month.

1990 CONNECTED UNDERWAY REPLENISHMENTS

03 JAN	USS WICHITA (AOR-1)	760 KGAL JP5
07 JAN	USNS PONCHATOULA (TAO-148)	515 KGAL JP5
09 JAN	USS NIAGARA FALLS (AFS-3)	22 PALLETS
13 JAN	USS WICHITA (AOR-1)	565 KGAL JP5
18 JAN	USS NIAGARA FALLS (AFS-3)	127 PALLETS
18 JAN	USS WICHITA (AOR-1)	580 KGAL JP5
21 JAN	USS WICHITA (AOR-1)	390 KGAL JP5
24 JAN	USS WICHITA (AOR-1)	275 KGAL JP5
		165 PALLETS
27 JAN	USS WICHITA (AOR-1)	454 KGAL JP5
29 JAN	USS NIAGARA FALLS (AFS-3)	284 PALLETS
29 JAN	USS WICHITA (AOR-1)	250 KGAL JP5
		50 PALLETS
04 MAR	USNS NEOSHO (TAO-143)	545 KGAL JP5
		13 PALLETS
11 MAR	USS SARATOGA (CV-60)	AMMO OFF-LOAD
12 MAR	USS SARATOGA (CV-60)	AMMO OFF-LOAD
14 MAR	USS SANTA BARBARA (AE-28)	194 PALLETS/AMMO
14 MAR	USS THEODORE ROOSEVELT (CVN-71)	AMMO/WEPS OFF LOAD
16 MAR	USS THEODORE ROOSEVELT (CVN-71)	AMMO/WEPS OFF LOAD
28 MAY	USS SYLVANIA (AFS-2)	DRY FUEL HOOK-UP

TOTAL UNREPS: 18

DIFFERENT SHIPS: 8

TOTAL FUEL: 4,334,000 GALLONS JP5

TOTAL CARGO: 796 PALLETS

1990 ANCHORING EVOLUTIONS

<u>DATE</u>	<u>DEPTH</u>	<u>LOCATION</u>	<u>ANCHORAGES</u>
30 JAN	126 FT	12 AL MASIRAH	0-53.7 NORTH, 059-01.8 EAST
18 FEB	66 FT	14 RIO DE JANEIRO	ALFA
05 MAR	66 FT	18 ST. THOMAS, V.I.	1/2 NM SOUTH OF SPRAT
12 MAR	66 FT	FT. LAUDERDALE, FLA.	PORT EVERGLADES
16 MAR	66 FT	NAVAL BASE NORFOLK	PIER 11 NORTH
30 APR	66 FT	NAVAL BASE NORFOLK	PIER 11 NORTH
16 MAY	66 FT	NAVAL BASE NORFOLK	PIER 11 NORTH
15 JUN	66 FT	NAVAL BASE NORFOLK	PIER 11 NORTH
18 JUL	66 FT	NAVAL BASE NORFOLK	PIER 11 NORTH
14 AUG	66 FT	NAVAL BASE NORFOLK	PIER 11 NORTH

DENTAL DEPARTMENT

During 1990, Dental Department continued to excel by rendering the highest quality treatment to both CVW-11 and ENTERPRISE personnel. World Cruise 89-90 was completed when the ship arrived in Norfolk, Virginia, on March 16.

Throughout the cruise, dental personnel participated in community relations programs. LCDR Curran organized the "Partners in Education Program" for the ship, and CAPT Judkins, Senior Dental Officer, was in charge producing a very high quality Cruisebook.

The versatility of the Dental Department continued throughout the year as dental technicians assisted the Medical Department with immunizations and shipwide blood draws for HIV testing. Additionally, dental personnel were cited repeatedly for excellence in casualty treatment during General Quarters drills. DTC(SW) Bruce organized a highly successful CPR training program utilizing a team concept. By year's end, nearly 300 personnel had been trained in two-rescuer CPR and obstructed airway management.

LT Worm was appointed as chairman for the command's Combined Federal Campaign, and LT Carrier was appointed as the assistant chairman. The campaign resulted in ENTERPRISE achieving 143 percent of its goal, and Dental Department received the "Super Department" recognition for its total contribution and highest percentage over its goal.

Another highlight of 1990 was the courtesy Administration Inspection conducted by the COMNAVAIRLANT Dental Officer. The department received an overall grade of "Outstanding" and maintained the highest level of operational dental readiness of any carrier in the Atlantic Fleet, and second in the Pacific Fleet.

In preparation for SCOOP, LT Carrier organized the model system for ensuring the smooth transition of the dental department from the ship to the Floating Accommodation Facility.

CDR Bowers relieved CAPT Judkins as Senior Dental Officer in September. CAPT Judkins was awarded the Meritorious Service Medal upon his departure.

ENGINEERING DEPARTMENT

A - Division

January - March

Heavy workloads for all shops due to completion of World Cruise 89-90. All obligations were met as scheduled during the deployment. The division was a key factor in the ability of the ship to complete its deployment without a single major accident or loss of life. The division was also a key contributor to the ship's successful completion of the Operational Reactor Safeguards Examination (ORSE). Excellent support for Airwing moveoff and transfer was provided. Preparations commenced for the upcoming yard and inport periods. The diesel shop successfully completed inspections on #1-4 EDG's with no limiting discrepancies.

April - October

Continued excellent support for ship's underway periods. Inport periods mainly utilized for SCOOP and associated overhaul preparations. A-Division continued providing routine hotel and repair services to all other departments on board. The division accomplished numerous emergency repairs on vital equipment in support of daily operations. The ship's catapult steam systems, hydraulic equipment, air conditioning systems, refrigeration plants, emergency diesel generators, air compressors, O₂N₂ plants, laundry and galley equipment were all maintained at their maximum levels of usefulness despite their age, lack of maintenance time, and lack of repair parts. The emergency diesel generators provided all ship's electrical power for the move from Norfolk to Newport News Shipyard. The move was accomplished with minimum problems, even though the time for planning was limited due to Hurricane Lili.

October - December

Preparations for COH and drydock were the highlights of this time period. The aircraft elevators and Hydraulics Shop were

kept busy loading shipyard equipment. The catapults were down for overhaul. The AC&R Shop drained down the complete chill water system in preparation for major A/C shipalts. The whole division was kept busy checking the shipyard work packages for errors, omissions and duplications.

M - Division

January - March

The Propulsion Plant workcenter maintained an extremely hectic work schedule during the last half of World Cruise 89-90. Extensive manhours were spent in preparation for MTT and ORSE which culminated in an above average grade for ORSE. This was the best grade achieved by a Pacific Fleet Carrier during the year. Effective and quick emergency repairs were performed by M-Division Tiger Teams on the 3B spring bearing and #1 distilling unit without affecting the ship's operational tempo and commitments. The world cruise was completed with all of M-Division's equipment operational.

April - August

A standdown period was enjoyed by M-Division personnel before preparations were commenced for the next underway period. Four one week underway periods kept all personnel busy maintaining and checking equipment. In addition, M-Division spaces outside the propulsion blocks were cataloged and Scooped. Early overhaul work was started while at pier side in Norfolk.

September - December

Resin discharge, steam plant dryout, main shaft bearing reaction test, and propulsion plant asbestos removal kept all personnel at a high tempo of production. An emergency deadstick move to Newport News Shipyard due to hurricane warnings was met with great success as was the norm for M-Division.

The majority of machinery was placed in the category of inactive equipment maintenance for the complex overhaul. Commenced the complex refueling overhaul at Newport News Shipbuilding and Drydock Company.

E - Division

During 1990, E-Division:

- Provided over 500 mega watts of electrical energy for the ship's needs.
- Removed 18,000 pounds of dead-end cables.
- Processed over 12,000 trouble calls.
- Expended 1,200 man hours repairing flight deck lighting in support of flight operations.
- Rewound 109 motors, 14 of which were for other ships.
- Completed more than 100 Casualty repairs.

January - March

E-Division conducted trouble shooting and repair of 400 HZ system to support air operations as Enterprise completed the second half of World Cruise 89-90.

April - June

Enjoyed post-cruise standdown. Repaired number one emergency diesel. Made emergent repairs on deck edge lights to ensure readiness for night flight operations during local operations and carrier qualifications. Overhauled the 23-MC system. Conducted ship checks on 1-MC system. Repaired number one steering circuit N. Repaired the aft gyro. Replaced HD and HE windbirds. Repaired various fire pump motors.

July - September

Underway for local operations and Carrier Qualifications Testing. Restoration of 58 Bus after a fire. Repaired number two SFMG. Performed emergent repairs on flight deck lighting transformers. Repaired water line lights on the island. Repaired and rewound 5JV2 sound powered phone circuit. Repaired various fire pump motors. Repaired various CHT motor and controllers.

October - December

Provided emergency electrical power for ship movement from Norfolk to Newport News Shipyard during hurricane Lili. Installed new shorepower stations. POT&I of all 1-MC speaker systems and the 5MC system. Repaired and rewired X16J1/2/3/4 sound powered phone circuits. Replaced and rewired 6JZ sound powered phone circuit. Replaced and rewired pyrometers on emergency diesel generators. Recalibrated ship's cathodic protection system. Replaced bus failure alarms throughout the ship. Repaired various fire pump motors. Repaired CHT motors and controllers.

DC/R - Division

January - March

As the world cruise was winding down, DC/R divisions were busy training the flying squad for the upcoming Operational Reactor Safeguard Exam (ORSE) and two Mobile Training Team (MTT) Inspections. With the successful completion of over 36 readiness drills and inspections, the divisions enjoyed liberty in Rio de Janerio and St. Thomas, Virgin Islands.

Concurrently:

- DCPO shop ordered parts and completed repairs on 125 watertight doors.
- Head Habitability hydroblasted 60 heads and associated piping.
- Repair completed over 100 piping systems repairs.
- Shipfitters manufactured over 60 projects.

It was also a time which saw the debarkation of the Admiral and the Airwing for which DC/R contributed essential skill and manpower.

April - June

Over half of the divisional personnel turned over during this quarter, but DC/R still managed to:

- SCOOP and seal off 14 divisional spaces, including four repair lockers.
- Perform 22 nuclear work packages.
- Complete another 125 watertight door repairs.
- Transition to new DC 301 PMS.

July - September

DC/R division went through a major restructuring of divisional personnel in support of the complex overhaul. Over 50 percent of DC/R personnel were transferred to overhaul department and SFOMS. This was also a period of training with over 2,644 hours completed during the quarter. August marked the beginning of Operation Desert Shield, which required a complete inventory of CBR equipment by the Chemical Warfare Group and eventual shipment to the forward deployed units. The last DC/R spaces were Scooped and an additional 125 watertight doors and scuttles were repaired by the DCPO shop. The CO₂ shop completed overhaul of the P-250s and all of the armored hatches.

October - December

As CBR equipment was sent from Enterprise to the Persian Gulf in support of Operation Desert Shield, the DC/R personnel received a well-earned Christmas holiday. A total of 49 people finished the move off the ship into the government supplied housing and over 30 families completed the long trek from the west coast to the Virginia Peninsula. Threats of a hurricane forced Enterprise to make a move from Norfolk to Newport News early, and the Complex Overhaul went into full swing.

More DC/R personnel transitioned into SFOMS areas and DC/R successfully implemented a four section watchbill rotation. It was also a period of time when funding required much of the shipyard planned work to be shifted into the ship's work force package areas or deferred work to Puget Sound Availability. The

DCPO shop finished the last of the watertight doors and completed repairs on another 75 armored hatches. Despite the reduction in personnel and the increase in planned work, DC/R division met all of the requirements for fire fighting, casualties, and preventive maintenance.

LEGAL DEPARTMENT

Military Justice

In 1990, 54 cases were disposed of at special courts-martial, with 14 of them resulting in the accused receiving a BCD in addition to forfeitures, brig time, and reductions in rate. Over 41 cases were disposed of at summary courts-martial. The Discipline Officer processed 915 report chits, of which 390 individuals appeared at NJP. The Captain held mast on 84 occasions during this period. The Legal Office processed 10 individuals at administrative discharge boards.

Legal Assistance

The Carrier Judge Advocate and Assistant Carrier Judge Advocate saw over 144 clients on consumer protection, divorce,

tax, landlord/tenant etc, problems. A total of 540 notarial acts and 410 powers of attorney were performed, and numerous wills were prepared.

Claims

In 1990, 87 claims with a total dollar value of \$28,608 were processed for crew members who were victims of larcenies of personal property or damage attributed to acts beyond their control.

Lectures

Legal Department provided 18 briefs/lectures to crewmembers including Command Duty Officers and Assistant Command Duty Officers, and Indoctrination Division personnel.

MEDICAL DEPARTMENT

Calendar year 1990 was a busy, productive year, with the Medical Department completing a major deployment, then offloading all of its equipment and personnel to set up shop on the FAF.

Accomplishments included:

- 12,251 personnel treated
- 15,654 prescriptions filled
- 13,633 lab tests done
- 1,922 immunizations given
- 2,897 X-rays shot
- 189 admissions to the ward
- 36 surgical cases

External inspectors found much that was praiseworthy, including:

- "Excellent" for Radiation Health during ORSE.
- 100% Competitive Exercises

Medical Department Personnel

Senior Medical Officer . . .	CDR R. J. Adams
TEMAD Medical Officer . . .	CDR T. E. Eckstein
CVW-11 Flight Surgeons . . .	LCDR D. A. Bailey
	LT J. H. Healey
Nurse	LCDR R. A. Yakshaw
General Medical Officer . . .	LT J. H. Tarver
Medical Admin Officer . . .	LT M. J. Mathews
Physicians Assistant . . .	LTJG J. K. Ryan
Leading Chief Petty Officer . .	HMCS P. A. Broadhead
Preventive Medicine Chief . .	HMC J. Revels
Ship's Company	27 Corpsmen
CVW-11 Personnel	9 Corpsmen

OPERATIONS DEPARTMENT

Combat Systems Function

Enterprise continued to enjoy a combat systems reliability that was unparalleled among COMNAVAIRPAC carriers. Professional excellence, superb technical competence and outstanding system performance were the norm for this Operations Department function. Significant accomplishments included:

- Completed a world cruise with a superb track record, with near 100 percent operating time on all combat systems. In addition, a perfect personnel safety record was maintained throughout the year.

- All carrier landing systems and communication suites functioned at peak performance during three post-deployment carrier landing qualification periods.

- Maintained the following percentages of equipment availability during World Cruise 89-90:

- Surface search radars (98%)
- Tacan (100%)
- NTDS systems (99%)
- Communication systems (98%)
- LINK 11 (95%)
- NSSMS and CIWS (97%)

- Enterprise provided needed technical training to personnel at a Middle East HF transmitter facility.

- Commenced Complex Overhaul on 16 August. Scooped over 4,000 line items for ship's force accomplishment.

Oceanography Function

During World Cruise 89-90, the Oceanography office provided outstanding support to the ship Airwing, and Cruiser Destroyer Group. Enterprise operated in regions of the world rarely transited. This gave the Oceanography office a unique opportunity to gather valuable Oceanographic and weather observations in an area of extremely sparse data.

January - March

Vigorous systems and cyclones in the vicinity of Southern

Africa were encountered during the transit. The lack of synoptic data produced a challenging environmental problem. The Oceanography office provided forecasts and oceanographic reports enabling the ship to transit the Indian Ocean and around Southern Africa to the Atlantic safely.

June - July

Operational environmental briefings were provided during two demanding carrier qualification periods off the Virginia coast in which more arrested landings were logged than on any previous carrier.

October

Hurricane Lili threatened the Virginia coast and the Oceanography office was instrumental in providing accurate and timely forecasts on short notice for the ship's safe transit from the Norfolk base to the Newport News shipyard.

Intelligence Function

The first day of 1990 found Enterprise half way through World Cruise 89-90. The Intelligence Center provided dynamic support to CONOPS for a myriad of exercises related to the December 1989 Philippine coup attempt.

The Carrier Intelligence Center (CVIC) continued to provide timely, accurate, and thorough intelligence support to all Battle Group units including CCDG 3, COMDESRON 21 and CVW-11. CVIC continued to maintain the highest standards of professionalism, making it the best intelligence center in the fleet, and proving itself fully capable of supporting the Battle Group in any situation.

Multi-Sensor Interpretation

MSI served as the maritime reporting unit for Battle Group Foxtrot and produced over 150 Maritime Intelligence reports for national and theater level commands. Additionally, MSI produced 10 Intelligence Information reports requiring detailed and thorough photographic analysis techniques. MSI produced

a variety of finished intelligence products including recognition guides, geo-political summaries, and country studies.

Mission Planning

Mission Planning provided flawless flight operations support to CVW-11 during the remainder of World Cruise 89-90, and to Fleet Readiness Squadrons during carrier qualification evolutions in the summer. Mission planning also served as the focal point for timely intelligence updates to senior decision makers. Using secured closed circuit television, Mission Planning provided around the clock intelligence support to all Battle Group assets. Additionally, Mission Planning provided superb support for CONOPS planning by providing a daily "Hot Area Sheet" which graphically portrayed areas dangerous to ship/aircraft movement.

Supplementary Plot

Supplot provided unparalleled timely OPINTEL support for Battle Group assets during Indian Ocean, SOLANT and NORLANT portions of the World Cruise, as well as during subsequent at-sea periods during the summer. Supplot provided "Indications and Warnings" to senior decision makers resulting in numerous successful detections and intercepts of potentially hostile air contacts. Additionally, SUPPLOT graphically reconstructed these actions in support of CCDG-3 for end-of-cruise briefings.

Storage and Retrieval

S&R served as the classified material library for over 5,000 publications and one million charts. S&R produced the Daily Intelligence Summary Report and message, keeping Battle Group Foxtrot decision makers abreast of all pertinent intelligence developments. Additionally, S&R produced the daily Satellite Vulnerability Report to aid Battle Group decision makers in establishing the most effective electronic warfare posture. This report was especially noteworthy in support of the Battle Group's EMCON transit of the Atlantic and Indian Oceans.

Ship's Signal Exploitation Space

SSES set the standard for all SI capable units in the Battle Group and provided exceptional first heard cryptological support and critical tipper information during World Cruise 89-90. Additionally, SESS's TACINTEL reliability exceeded 99 percent, leading the way in special intelligence communications support. Skillful installation of special purpose systems, including Tributary and LSPRAC, enhanced SSES's contribution to intelligence operations while deployed.

Anti-Submarine Warfare

The Anti-Submarine Warfare Module conducted numerous

training exercises with battle group ships and ASW aircraft during deployment. COMDESRON 21 recognized the ASW module's outstanding effort by presenting the coveted "Pummeled Dolphin ASW Excellence Award" in February. This is the first time a carrier was chosen over other combatants.

The ROOFTOP training system was developed by division personnel which enabled deployed ASW units to receive crucial training during periods of limited real-time ASW. ASW qualifications were maintained through an aggressive training program.

Several system improvements were accomplished by division supervisors. Full function checks were conducted on a new upgrade to the Nixie system for the first time. Module personnel developed a low cost, in-house modification to the ASN-123 TACNAV. The modified system increased the UHF ranges for ASW aircraft.

Photo Lab

Photo Lab produced over 170,000 negatives, prints and slides in support of COMCRUDESGRU, CVIC Command Briefs, naval exercises, criminal investigations and damaged equipment reports. Indian Ocean operations required the photo lab to produce over 3,800 feet of TARPS film in support of squadron and task force requirements.

World Cruise 89-90 end of cruise briefing materials were produced for the first time utilizing computer graphics on slides. Over 500 slides were produced and all briefings received "Bravo Zulus" from Battle Force Commanders.

The Photographic Laboratory flawlessly processed and printed every aerial mission conducted by the Enterprise/CVW-11 team. Their ability to turn around timely intelligence of minute timed hot print exercise was unprecedented. Photo personnel also provided important diplomatic coverage of many high ranking civilian and military foreign nationals.

The photo lab provided complete SCOOP photography of all ship spaces and major equipment prior to entering Newport News Shipbuilding.

Electronic Warfare

The EW Module remained the focal point for early detection and analysis of all exercise and real world threats throughout World Cruise 89-90. The Battle Group EW Coordinator relied heavily upon the skill, knowledge and experience of the Enterprise EW Module. The division supported Battle Group Foxtrot as the EW Control Ship and provided direction and coordination to all units.

As Enterprise proceeded across the Pacific in EMCON, the EW Module provided the eyes and ears to the Battle Group. Without the use of radar, the EW Module systems were the only means to track the movement of Soviet reconnaissance aircraft.

The module played a key role in detecting and identifying Iranian RECCE aircraft, and virtually all military and civilian aircraft were tracked during "Earnest Will" escort operations. In the high traffic area of the Gulf of Oman, the EW Module was the primary means of identifying the many commercial aircraft that continually transited the straits.

The EW Module became instrumental in the detection and identification of opposing units throughout numerous exercises and PASSEX's involving the Battle Group. Enterprise developed an intensive ESM training and tactics program for shipboard and airwing personnel. EW personnel enhanced the operational readiness of the Electronic Warfare modules throughout the Battle Group by creative preparation and execution of EW training. Vigorous training became common place while on-station in the Indian Ocean.

The module aggressively managed the "Big Picture" for multi-carrier operations throughout PASSEX and sorted vast amounts

of information providing essential and reliable data for EW coordination. Division personnel made numerous improvement suggestions to the EWC, including an EMCON Bill incorporating 7th Fleet's requirements.

The EW Module provided essential information on Third and Fourth World signal detections. This information became useful to both the Battle Group Commander and Enterprise TAOs for identification of area threats. The module's eagerness to assist and willingness to try new tactical methods contributed significantly to the success of World Cruise 89-90.

OVERHAUL DEPARTMENT

The Overhaul Department was established in November of 1990 as the central organization responsible for administration and coordination of the overhaul work package scheduled for accomplishment by the ship's force personnel. Its function also includes direct liaison with the Newport News Shipyard work force, Supervisor of Shipbuilding, Newport News, Norfolk Naval Shipyard and other IMA's and Naval Supervisory agencies.

The Overhaul Department essentially grew out of the old Maintenance Department and is comprised of several sub-functions and divisions. Its organization is shown on the next page. The Overhaul Department responds to a wide variety of maintenance and rework tasks including the refurbishment

of heads and berthing areas, ventilation systems, lagging and insulation, electronic equipment and computer overhaul. The Overhaul Department will inspect and rework as necessary all tanks and voids on the ship, reduce weight by removing unnecessary cables and other equipment, and monitor the entire ship for fire prevention. Facilities under its purview allow the Overhaul Department to rebuild pumps, valves and motors, as well as manufacture simple parts to support the ship's force work package. Other personnel in the overhaul organization support the ship in such ways as 3M, technical manual and ship's blueprint updating, quality assurance, scheduling, supply and administration.

AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

AIMD deployed on World Cruise 89-90 with a complement of eight officers and more than 400 enlisted men, including 230 SEAOPDET personnel. In addition to performing their main mission of providing essential aircraft component repair and maintenance services to embarked Carrier Airwing Eleven, they also provided a variety of unique technical services to Battle Group FOXTROT units in support of operations around the world.

Unparalleled support continued to be the trademark for AIMD. They successfully processed over 30,000 maintenance actions with a repair rate of 75 percent and an average component turn-around time of five days. They processed more than 12,000 rotatable pool assets with a commendable 98.5 percent pool effectiveness rate.

The Support Equipment Division consistently maintained a 98 percent readiness rate on over 400 items of ground support equipment (SE); an unprecedented achievement.

Aircraft Division contributed to this very successful deployment supporting a total of 49 quick engine changes. Their thorough preparations and rapid response resulted in no "bare-firewalls" throughout the deployment.

Avionics Division achieved the remarkable milestone of a zero backlog in their VAST workcenter.

A noteworthy distinction was completing the deployment with no Intermediate or Organizational level Contractor Engineering Technical Services (CETS) support, making Enterprise the first COMNAVAIRPAC carrier to accomplish this major Chief of Naval Operations objective.

Upon the ship's arrival in Norfolk, Virginia, AIMD's mission and complement changed virtually overnight. The department rapidly implemented plans which they had formulated long before the arrival. AIMD was the first department to complete the Ships Coordinated Offload/Outfitting Plan (SCOOP) evolution. During this successful operation, the department offloaded more than 10,000 Operating Space items (500 pallets) in less than 45 days, while simultaneously offloading more than 14,000 Individual Material Readiness List (IMRL) items for long-term storage. Also, the department transferred over 2,200 items of IRML equipment to support the requirements of other fleet and

shore activities. These achievements were remarkable considering that these events occurred while the department decreased to an overhaul manning level of 75 personnel.

In support of Enterprise's overhaul manning plan, AIMD transferred 126 personnel to various overhaul departments, including berthing and head rehab, transportation, tanks and voids repair, housing, special services, crew support and the Light Industrial Facility.

The balance of the department was left to face the monumental task of accomplishing over 364 assigned jobs in support of the Current Ship Maintenance Project (CSMP), which entailed completion of 1,205 total work package key-ops requiring an estimated 27,640 man-hours.

AIMD's Central Technical Publications Library (CTPL), 28 disbursed libraries and the Supply Response Support (SRS) library were consolidated into one location. The CTPL will manage, inventory and update over 9,700 publications throughout the overhaul period. This represents a 26 percent increase in library volume with a 65 percent reduction in personnel. In order to meet this challenge, AIMD has implemented the ADRL (Automatic Distribution Requirement List) system. This program will increase the accuracy and speed of change receipts, updates and inventories utilized in support of CTPL.

The Support Equipment division was once again tasked with performing a comprehensive Intermediate and Depot level rework on 325 items of Ground Support Equipment valued at over \$10 million. This effort was accomplished two weeks ahead of schedule at a savings of over \$200,000.

In conjunction with this evolution, local Maintenance Requirement Cards were designed and implemented to ensure the performance of an aggressive PMS program on all items placed in long-term storage.

These and many more industrious efforts, performed in support of the overhaul, continued to demonstrate AIMD's total commitment to Enterprise and its mission, regardless of the operating environment.